



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List

Revision: 10a
Date: 09/24/2010

GULFSTREAM AEROSPACE

G-IV, (G400), (G300)

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

G-IV, (G400), (G300)

REVISION NO. 10a

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HIGHLIGHTS OF CHANGE		

This is an INTERIM revision to the Gulfstream Aerospace Corp. (GAC) G-IV, (G400), (G300) Master Minimum Equipment List (MMEL) which supersedes all previous revisions.

New updates from FAA Policy Letters 1 through 126 and Global Changes 39 through 162 have been incorporated in this revision. For a complete listing of FAA Policy Letters and Global Changes visit the Flight Standards Information Management System, (FSIMS) located at <http://fsims.faa.gov/>.

Removed Revision 10 Highlights of Change pages.

DEFINITIONS have been updated per Policy Letter 25, Revision 16.

Definition 1.e. corrects revision bar requirements.

Definition 21. deletes the Passenger Convenience item.

Definition 23.c. revises the Electronic Fault Alerting System for Airbus.

Definition 31. added HMV.

ATA 23 COMMUNICATIONS

Item 13.1)b) Page 23-7 Flight Attendant Visual and Audio Alerting System, updated according to PL-9. Updated NOTE 1.

Item 13.1)c) Page 23-8 Flight Attendant Visual and Audio Alerting System, updated according to PL-9. Updated NOTE 1 and then in NOTE 2 changed the word "visual" to "audio".

Item 19. Page 23-11 Headsets, deleted the "NOTE".

ATA 25 EQUIPMENT/FURNISHINGS

Item 3.1) Page 25-2 Recline Mechanism, replaced the word "seat" with "seat back", updated according to PL-79.

Item 11. Page 25-7 Storage Bin(s)/Cabin and Galley Storage Compartment/Closets, updated per PL104.

Item 12. Page 25-8 Cargo Restraint Systems, updated according to PL-100.

Item 14. Page 25-11 Galley/Cabin Waste Receptacles Access Doors/Cover, updated according to PL-96.

Item 15.1) Page 25-12 Exterior Lavatory Door Ashtray, the word "One" was added to first proviso according to PL-85.

Item 27.1) Page 25-15 Non-Essential Equipment and Furnishings (NEF) - Changed (Expired on December 31, 2007) to (Expired on April 30, 2008).

ATA 26 FIRE PROTECTION

Item 3. Page 26-1 APU Fire Detection System, updated number installed from 2 to 1.

Item 12. Page 26-4 APU Fire Extinguishing System, updated number installed from 2 to 1 and required for dispatch from – to 0.

ATA 31 INDICATING/RECORDING SYSTEMS

Item 2. Page 31-1 Flight Data Recorder (FDR) Systems, updated according to PL-87.

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ATA 33 LIGHTS

- Item 3. Page 33-1.2 Passenger Lighted Information Signs, updated according to PL-123.
- Item 26. Page 33-6 Dim and Test Annunciator Channels, updated list of switches.

ATA 34 NAVIGATION

- Item 18. Page 34-11 Traffic Alert and Collision Avoidance System (TCAS II), deleted a) Not required by 14 CFR in first proviso, updated according to PL-32.
- Item 18. Page 34-12 Traffic Alert and Collision Avoidance System (TCAS II), deleted NOTE at top of page.
- Item 18.5) Page 34-12 Airspace Selection Function, added (Above/Normal/Below) to the title.
- Item 21. Page 34-13 Altitude Alerting System, updated according to PL-39.
- Item 22. Page 34-14 Display Units, added *** to titles and add a new deferral for DU-885.
- Item 32. Page 34-18 Windshear Warning and Flight Guidance System (Reactive), updated repair category according to PL-67.
- Item 33. Page 34-18 Windshear Warning and Flight Guidance System (Predictive), updated repair category according to PL-67.
- Item 45. Page 34-24 Added Cursor Control Devices.

ATA 36 PNEUMATIC

- Item 2. Page 36-2 Bleed Air Hot Warning Systems, 1) Pressurized Configuration, added, step for "not operated in icing cond." to proviso.

ATA 38 WATER/WASTE

- Item 1. Page 38-1 Potable Water Systems, deleted (O) in first proviso and changed (O) to (M) in second proviso per PL-83.
- Item 4. Page 38-2 Vacuum Toilet Holding Tank Indicator, added "****" to item number as this is optional.

ATA 80 STARTING

- Item 3. Page 80-2 Start Valve Position Indications, added an (O) to second proviso for AFM Limitations.

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1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next MMEL revision.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by 14 CFR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the 14 CFR must be operative. When the listed item is not required by 14 CFR it may be inoperative for time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. As used in MMELs, "ER" refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" – Deleted, see NEF #30.

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22. Repair Intervals: All users of an MEL approved under 14 CFR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL. For time intervals specified in "flight days," the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. The letter designators are inserted adjacent to Column 2.

An operator who has the authorization to use an MEL also has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.

23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

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a. BOEING (747-400, 757, 767, 777, 787)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. BOEING (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS). Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-318/319/320/321, A-330, A-340, A-380)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages {WARNING (red), CAUTION (amber)}. On A318/319/320/321, A330 and A340, the ECAM STATUS page also provides MAINTENANCE STATUS messages.

Any message that affects airplane dispatch is displayed at the WARNING or CAUTION level.

For A318/319/320/321, MAINTENANCE STATUS messages may also affect airplane dispatch.

System faults that result only in messages on the Central Maintenance System (CMS) (for A330, A340 and A380) or on the Centralized Fault Display System (CFDS) (for A318/319/320/321) do not affect airplane dispatch and do not require action other than as addressed within the operator's standard maintenance program.

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d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affect aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required. System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level.

System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

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g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X, G150 and G200)

GULFSTREAM airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS 1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

Gulfstream mid-cabin airplanes (G-150, G-200) equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY (green), and STATUS (white). The Airplane Flight Manual prohibits take off with any WARNING message displayed. CAUTION, ADVISORY and STATUS messages may affect airplane dispatch status and requires the Airplane Flight Manual or the MEL be used to determine dispatch capability. The airplane may dispatch with CAUTION, ADVISORY and STATUS messages that indicate proper system operation and are not illuminated due to a system failure (i.e. FUEL STBY PUMP ON when the pump is selected ON, GND A/B OUT with LAND selected on the ground, or APU GEN OFF with the switch OFF). MAINTENANCE and MAINTENANCE DATA STATUS messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be retrieved from the Maintenance Diagnostics Computer. In all cases, the Airplane Flight Manual must be referenced and procedures compiled with for the displayed message prior to applying MEL dispatch relief.

h. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit. "Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciated via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures is to be in accordance with the MMEL. "Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciated to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

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24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the 14 CFRs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional acts include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

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29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

31. As used in MMELs, Heavy Maintenance Visit (HMV) is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.

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PREAMBLE (06/14/1989)		

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, and 135: The 14 CFR requires that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of 14 CFR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

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The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by 14 CFR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by 14 CFR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
21 AIR CONDITIONING					
1. Cabin Altitude Indicator	C	1	0	May be inoperative provided: a) Cabin Pressure Selector Panel is operative, and b) Pressurization is operated in AUTO mode.	
	C	1	0	May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to crew to convert Cabin Differential Pressure to Cabin Altitude.	
	D	1	0	May be inoperative provided airplane is equipped with additional pneumatic three-in-one cabin pressurization monitoring instrument, and Cabin Altitude Indicator portion is fully operative.	
	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
2. Cabin Differential Pressure Indicator	C	1	0	May be inoperative provided: a) Cabin Pressure Selector Panel is operative, and b) Pressurization is operated in AUTO mode.
	C	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided to crew to convert Cabin Altitude to Cabin Differential Pressure.
	D	1	0	May be inoperative provided airplane is equipped with additional pneumatic three-in-one cabin pressurization monitoring instrument, and Cabin Differential Pressure portion is fully operative.
	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.
3. Cabin Rate of Climb Indicator	D	1	0	

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		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
21 AIR CONDITIONING				
4. Automatic Pressurization Control System	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Auto Pilot is operative, and e) Airplane is operated in accordance with AFM Limitations.
	C	1	0	(O) Except for ER operations, may be inoperative provided airplane is operated in unpressurized configuration.
1) Air Data System Input	C	2	1	(O) May be inoperative provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, and e) Airplane is operated in accordance with AFM Limitations.
5 Cabin Altitude Pressure Warning System	C	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, b) Cabin Oxygen ON Warning System is operative, and c) Airplane is operated in accordance with AFM Limitations.
	C	1	0	May be inoperative provided airplane is operated in unpressurized configuration.

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	4. REMARKS AND EXCEPTIONS				
21 AIR CONDITIONING					
6. Pressurization Outflow Valve Position Indicator	C	1	0	May be inoperative provided all other components of the pressurization system are operative.	
7. Cockpit Temperature Control Systems & Cabin Temperature Control Systems	C	4	0	(O) May be inoperative provided: a) Ram Air system is operative, and b) Airplane is operated in unpressurized configuration.	
1) Automatic System	C	2	0	May be inoperative provided; a) Associated manual control system is operative, and b) Associated temperature indicator is operative.	
2) Manual System	C	2	0	May be inoperative provided: a) Associated automatic control system is operative, and b) Associated temperature indicator is operative.	
8. Cockpit/Cabin Temperature Indicator	D	1	0	May be inoperative provided associated Automatic Temperature Control System is operative.	
	D	1	0	May be inoperative provided associated Manual Temperature Control System is operative.	

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	4. REMARKS AND EXCEPTIONS				
21 AIR CONDITIONING					
9. Environmental Control System (ECS) Packs					
1) Pressurized Configuration	C	2	1	Except for ER operations, may be inoperative provided: a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, and c) Airplane is operated in accordance with AFM Limitations.	
2) Unpressurized Configuration	C	2	0	Except for ER operations, both may be inoperative provided outflow valve is operative.	
10. Three-in-one Cabin *** Pressurization Monitoring Instrument	C	1	0	May be inoperative provided primary Cabin Altitude and primary Cabin Differential Pressure Indicators are operative.	
11. Air Conditioning System Flow Control and Shutoff Valves	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Affected Valve is CLOSED and deactivated electrically when associated Air Conditioning Pack is selected OFF, and b) Airplane is operated in accordance with AFM Limitations.	

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
12. Outflow Valve System	C	1	0	(M) (O) May be inoperative provided: a) Outflow valve is positioned to full OPEN position and electrically isolated, b) Airplane is operated in unpressurized configuration, and c) Extended overwater operations are not conducted.
13. Cabin Pressurization Safety Valve	B	1	0	(O) May be inoperative provided: a) Cabin differential pressure and cabin altitude displays are operative, b) Selected cabin altitude is 1,000 feet higher than normal cabin altitude for the cruise flight level, and c) Automatic and Manual Pressurization Control Systems are operative.
	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.
14. Cabin Remote *** Temperature Selector System	D	1	0	

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		4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING					
15. Duct Temperature *** Selector System		D	1	0	
16. Right Hand Radio Rack *** Cooling Fan		B	1	0	
17. ECU Modulator Valve *** Indicator System		D	1	0	
18. Left Hand Radio Rack *** Cooling Fan		B	1	0	
19. Nose Radome Cooling System (includes fan, valve and communicator)		C	1	0	May be inoperative provided the outside air temperature is less than 90 deg. F (32 deg. C) during all ground operations.

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	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
1. Flight Guidance Computers (FGC) (Autopilots/Flight Directors)	C	2	1	Except for ER operations or where en route operations or approach minimums require its use, may be inoperative provided flight time with one engine inoperative does not exceed one hour cruise from a suitable airport. NOTE: Each FGC provides mach trim compensation, electric trim, yaw damper, autopilot, and flight director functions independent of the other FGC. Failure of the second FGC after dispatch would result in the complete loss of these functions, and AFM restrictions would apply.
	B	2	0	Except for ER operations, may be inoperative provided: a) Automatic Cabin Pressurization System is operative, b) Flight time with one engine inoperative does not exceed one hour cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL 390, and e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper. NOTE: One FGC is required for MNPS, RVSM, RNP and PRNAV operations.
2. Auto-throttle Systems ***	D	2	0	

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		4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT					
3. Performance Computers *** (PZ)	C	2	0		
4. Yaw Damper System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Airplane is operated in accordance with AFM Limitations, and b) Procedures are established to deactivate Yaw Damper System.	
5. Control Wheel Autopilot Disconnect Buttons	C	2	1	May be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) Airplane is piloted from the side with operative button.	
6. Takeoff/Go-Around (TOGA) Buttons	C	2	0	May be inoperative provided alternate procedures are established and used. NOTE: Autothrottles and Flight Director are unavailable for takeoff and go-around.	
7. Autothrottle Disconnect Buttons (on Thrust Lever Knobs)	C	2	0	May be inoperative provided autothrottle is not utilized.	
8. Autothrottle Engage/Disengage Switches (on Thrust Lever Stem)	C	2	0	May be inoperative provided Autothrottle is considered inoperative.	

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	4. REMARKS AND EXCEPTIONS				
22 AUTO FLIGHT					
9. Touch Control Steering Switches (TCS)	D	2	0	NOTE: If Honeywell HUD is installed and the left TCS is inoperative, the HUD TCS “clear” function will be inoperative.	
10. Remote Heading and Course Select Control System ***	C	-	0	May be inoperative provided manual Heading and Course Selectors are operative.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
1. Communications System (VHF and UHF)	C	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.
1) VHF Comm Control Panels				
a) Frequency Transfer Light ***	C	-	0	
b) Frequency Transfer Switch ***	C	-	0	
c) Frequency Selector Knob ***	C	-	2	
d) Frequency Indication ***	C	-	2	
2. Cockpit Voice Recorder (CVR) (With Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three (3) flight days.
Cockpit Voice Recorder (CVR) (Without Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided repairs are made within three (3) flight days.
(continued)				

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				4. REMARKS AND EXCEPTIONS	
23 COMMUNICATIONS					
2. Cockpit Voice Recorder (CVR) (installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate) (continued)	A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
3. Selective Call System *** (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
4. Emergency Locator *** Transmitters (ELT)					
1) Survival Type ELTs ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2) Fixed ELTs ***	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
	A	-	0	May be missing provided repairs are made within 90 days.	
	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
	D	-	-	Any in excess of those required by 14 CFR may be missing.	

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				4. REMARKS AND EXCEPTIONS	
23 COMMUNICATIONS					
5. Flitephone Systems ***	D	-	0		
6. Cockpit Speakers	C	2	0		May be inoperative provided: a) Affected speaker is not required for aural warnings, and b) An operative headset is provided for each person on cockpit duty.
7. Passenger Address *** System (PA)					
Passenger Configuration	B	1	0		(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that are operative may be used.
	C	1	0		(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that are operative may be used.
*** Lavatory Speakers	C	-	-		(O) May be inoperative provided alternate procedures are established and used.
Cargo Configuration	D	1	0		May be inoperative provided procedures do not require its use.

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		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS					
8. Satellite Communications *** (SATCOM) Systems		D	-	0	May be inoperative provided procedures do not require their use.
9. Prerecorded Passenger *** Announcement Systems		D	-	0	(O) May be inoperative provided alternate procedures are established and used.
10. Hand Held Microphones ***		D	-	0	May be inoperative provided: a) Each cockpit crewmember uses a boom microphone, and b) Each (Control Wheel) Press-to-Talk Switch is operative.

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23 COMMUNICATIONS					
11. Boom Microphones (Cockpit Voice Recorder with Flight Data Recorder installed)					
1) Cockpit Voice Recorder Equipped To Record Boom Microphone per 14 CFR 121.359(g), 135.151(d) or 125.227(e)	A	-	0	May be inoperative provided: a) Flight Data Recorder is operative, and b) Repairs are made within three (3) flight days.	
2) Cockpit Voice Recorder Not Equipped to Record Boom Microphone (Cockpit Voice Recorder without Flight Data Recorder Installed)	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
1) Cockpit Voice Recorder Equipped To Record Boom Microphone per 14 CFR 121.359(g), 135.151(d), or 125.227(e)	A	-	0	May be inoperative provided repairs are made within three (3) flight days.	
2) Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	Any excess of those required by 14 CFR may be inoperative.	

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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
12. Crewmember Interphone *** System(s)					
1) Passenger Configuration					
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	0	(O) May be inoperative provided alternate communications procedures between the affected Flight Attendants station(s) are established and used. NOTE: Any station function(s) that is operative may be used.	
b) Cabin to Cabin Functions ***	B	-	0	(O) May be inoperative provided alternate communication procedures between the affected flight attendant station(s) are established and used. NOTE: Any station function(s) that is operative may be used.	
c) Flight Deck to Ground *** Functions	C	-	0	May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
	D	-	0	May be inoperative if not required by 14 CFR.	

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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
13. Alerting System *** (Audio/Visual)					
1) Passenger Configuration					
a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system is operative. NOTE: The flight deck audio alerting must always be operative.	
b) Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: a) PA system is operative, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate Lavatory Smoke Detector Alert (audio or visual) is installed and is operative, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered a Non-Essential Equipment and Furnishings (NEF) . NOTE 2: Any visual alerting system function(s) that are operative may be used.	
(continued)					

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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
13. Alerting System *** (Audio/Visual) (continued)					
c) Flight Attendant Audio Alerting System	B	-	0	(O) May be inoperative provided: a) PA system is operative, b) If affected audio alerting system is used for Lavatory Smoke Detector Alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operative, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishings (NEF) . NOTE 2: Any audio alerting system function(s) that are operative may be used.	
14. Right Side Radio Tuning *** Unit (RTU)	C	1	0	(O) May be inoperative provided: a) Cross-side tuning function of the left RTU is operative, and b) Radio tuning function of both FMS's are operational.	
15. 8.33/25KHZ Channel *** Spacing Switch	C	-	0	May be inoperative proved operations do not require its use.	

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
16. Handset Systems ***				
1) Passenger Configuration				
a) Flight Deck	C	1	0	(O) May be inoperative provided: a) Flight Deck to cabin communication is operative, and b) Alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
b) Cabin	B	-	-	(O) May be inoperative provided alternate communication procedures between the affected flight attendants station(s) are established and used. NOTE: Any handset(s) function(s) that is operative may be used.

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		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS					
17. High Frequency (HF) Communication System		D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	2	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link is operative, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) Prior coordination with the appropriate ATS facility is required when Inmarsat Codes for SATCOM Voice are not available. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
18. Datalink System ***	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided routine procedures do not require its use.	
19. Headsets	C	2	1	May be inoperative provided operations do not require its use and both pilot cockpit speakers are operative.	
	C	2	0	May be inoperative, except when required by 14 CFR, provided both pilot cockpit speakers are operative.	

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	4. REMARKS AND EXCEPTIONS				
24 ELECTRICAL POWER					
1. Engine Alternators	A	2	1	Except for ER operations, may be inoperative provided: a) TRU is operative, b) APU Alternator is used for all phases of flight, c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed, and d) Repairs are made within one (1) flight day.	
	B	2	1	(M) Except for ER operations, may be inoperative provided: a) TRU is operative, b) APU Alternator is used for all phases of flight, c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed, d) Opposite Converter is operative, e) Associated electrical cables are secured, and f) Inoperative Alternator drive shaft is removed and Alternator is reinstalled, OR a blanking plate is installed in place of alternator.	

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		4. REMARKS AND EXCEPTIONS		
24 ELECTRICAL POWER				
2. APU Alternator	B	1	0	(M) (O) Except for ER operations, may be inoperative provided: a) Both Engine Alternators are operative, b) Both Converters are operative, c) Standby Electrical System is operative, d) Procedures do no require its use, e) AC BPCU No. 1 circuit breaker is pulled and collared, and f) APU is operated on ground only. NOTE: APU may be used as a pneumatic source.
	C	1	0	Except for ER operations, may be inoperative provided APU is not utilized.
3. Converters	B	2	1	(O) Except for ER operations, may be inoperative provided: a) TRU is operative, b) APU Alternate is used for takeoff, enroute and landing, and c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed.

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	4. REMARKS AND EXCEPTIONS				
24 ELECTRICAL POWER					
4. Transformer-Rectifier	B	1	0	(M) May be inoperative provided: a) Both Converters are operative, b) APU Alternator is operative, c) Both Battery chargers are operative, d) Both Main Airplanes Batteries are operative, and e) TRU (R-AC) circuit breaker on the Power Distribution Box is pulled and collared.	
5. Battery Chargers	B	2	1	(M) May be inoperative provided: a) Engine Alternators and both converters are operative, b) APU Alternate is operative, c) Associated Battery Charger circuit breaker on the Power Distribution Box is pulled and collared, and d) Standby Electrical System is operative.	
6. Main Airplane Batteries	B	2	1	(M) May be inoperative provided: a) Airplane is operated in day VMC, b) There are no other electrical power source failures, c) Associated Battery cables are disconnected and secured, d) Associated Battery Charger circuit breaker on the Power Distribution Box is pulled and collared, and e) Associated battery circuit breaker is pulled and collard.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
24 ELECTRICAL POWER					
7. SEL/AUTO Buttons on EPMP	C	6	5	May be inoperative provided affected bus is manually selected ON.	
8. Battery Ammeters	C	2	1	May be inoperative provided: a) Associated voltmeter is operative, and b) Both battery charger fail lights are operative.	
9. Battery Voltmeters	C	2	1	May be inoperative provided associated ammeter is operative.	

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
10. Electrical Power Monitor Panel (EPMP) Displays				Only one of Items 1 through 9 may be inoperative.
1) AC Voltmeter	C	1	0	
2) Frequency Meter	C	1	0	
3) DC Voltmeter	C	1	0	
4) Left AC Loadmeter (%)	C	1	0	
5) AUX PWR AC Loadmeter (%)	C	1	0	
6) Right AC Loadmeter (%)	C	1	0	
7) Left DC Loadmeter (%)	C	1	0	
8) AUX PWR DC Loadmeter (%)	C	1	0	
9) Right DC Loadmeter (%)	C	1	0	
11. Battery Charger Fail Lights	C	2	1	May be inoperative provided: a) Associated charger is operative, b) Associated ammeter is operative, and c) Associated voltmeter is operative.

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			2. NUMBER INSTALLED			
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			4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER						
12. Master Power Switch Lights (Left, Right, AUX)	C	3	2	May be inoperative provided associated AC loadmeter and voltmeter are operative and selected for monitoring.		
13. APU Alternator OFF Warning System	D	1	0			
14. Battery Temperature *** Indicating System	D	1	0			
15. Standby Electrical System	C	1	0			
16. Converter Cooling Fans	C	10	9			
				(M) May be inoperative provided: a) Normal operation of remaining fans is verified before each departure, and b) Airplane is operated in accordance with AFM.		
17. External Power Systems	D	1	0			
18. Electrical Load Warning *** System (ELWS)	D	1	0			

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
24 ELECTRICAL POWER					
19. APU Alternator Overheat Warning System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU CONT #1 and CONT #2 circuit breakers are pulled and collared, b) Both Engine Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.	
	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Both Engine Alternators are operative, b) Both Converters are operative, c) TRU is operative, d) Standby Electrical System is operative, e) Procedures do not require its use, f) AC BPCU No. 1 circuit breaker is pulled and collared, and g) APU is operated on ground only.	
NOTE: APU may be used as a pneumatic source.					

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
20. Engine Alternator Overheat Warning Systems	A	2	1	Except for ER operations, may be inoperative provided: a) TRU is operative, b) The associated L Power or R Power control switch is selected OFF, c) APU Alternator is used for all phases of flight, d) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed, and e) Repairs are made within one (1) flight day.
	B	2	1	(M) Except for ER operations, may be inoperative provided: a) TRU is operative, b) APU Alternator is used for all phases of flight, c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed, d) Opposite Converter is operative, e) Associated electrical cables are secured, and f) Inoperative Alternator drive shaft is removed and Alternator is reinstalled, OR a blanking plate is installed in place of Alternator.

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24-91. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

21. Low Battery Power
*** Audible Warning System
(Sonalert)

D

1

0

22. Ground Service Bus
*** System

D

1

0

23. 50Hz/60Hz AC Electrical
*** Power System

C

-

0

(M) (O) May be inoperative provided
affected circuit breaker is pulled and
collared.

24. IRU Back Up Batteries

A

-

0

The "BATT FAIL" lights may be
illuminated provided:
a) Airplane is operated in day VMC
conditions, and
b) Repairs are made within one (1)
flight day.

A

-

0

May be inoperative provided:
a) Standby Electrical System is
operative, and
b) Repairs are made within one (1)
flight day.25. K-15 PDB Relays
(Airplanes with Allied
Signal Service Bulletin
1152312-24-05
incorporated)

A

2

1

May be inoperative provided repairs are
made within two (2) flight days.

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	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
26. Engine Driven Alternator Bearings	A	2	1	(O) Except for ER operations, may be inoperative provided: a) Operation on auxiliary bearing does not exceed 15 hours at full load or 50 hours at no load, b) Associated TRU is operative, c) APU Alternator is available for all phases of flight, d) Engine Alternator Overheat Warning System is operative, and e) Repairs are made within 15 hours at full load or 50 hours at no load.
27. APU Alternator Bearing	A	1	0	(O) Except for ER operations, may be inoperative provided: a) Operation on auxiliary bearing does not exceed 15 hours at full load or 50 hours at no load, b) Both Engine Alternators are operative, c) Both Converters are operative, d) Standby Electrical System is operative, e) Procedures do not require its use, and f) Repairs are made within 15 hours at full load or 50 hours at no load.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNINSHINGS					
1. Emergency Medical Equipment					
1) Automatic External *** Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs are made within three (3) flight cycles.	
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
2) Emergency Medical Kit *** (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs are made within three (3) flight cycles.	
	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable kit, and b) Repairs or replacements are made within three (3) flight cycles.	
(continued)					

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		4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNINSHINGS					
1. Emergency Medical Equipment (continued)					
3) First Aid Kit (FAK) and/or Associated Equipment (cont'd)		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
2. Overwater Equipment		D	-	-	As required by 14 CFR.
3. Passenger Seat(s)		C	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seatbelt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected Seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1) Recline Mechanism		C	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.
(continued)					

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25 EQUIPMENT/ FURNISHINGS					
3. Passenger Seat(s) (continued)					
1) Recline Mechanism (cont'd)	D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.	
2) Underseat Baggage *** Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.	
3) Armrest					
a) Armrests with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main airplane aisle, and c) If armrest is missing, seat is secured in the full upright position.	
(continued)					

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25 EQUIPMENT/ FURNINSHINGS					
3. Passenger Seat(s) (continued)					
b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from address to the main airplane aisle.	
4) Swivel Mechanism ***	C	-	-	May be inoperative provided: a) Associated seat does not block and Emergency Exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position.	
5) Divan High Backs ***	C	-	-	May be inoperative provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position.	
6) Electrical/Electronic *** Systems/Components	C	-	-	(M) May be inoperative and seat occupied provided associated component(s) is deactivated.	
4. Crewmember Shoulder Harness	B	-	-	Any in excess of those required for flight deck crew members (including official observer in observer's seat) may be inoperative.	

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25 EQUIPMENT/ FURNISHINGS					
5. Passenger Convenience Item(s)					Replaced by item 25-28 in Revision 9.
6. Observer Seat(s)					
1) Primary observer Seat (including associated equipment)	A	-	-		May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two (2) flight days.
	A	-	-		May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within two (2) flight days.
					NOTE 1: These provisos are intended to provide for occupancy for the above seats by an FAA inspector when the minimum safety equipment (oxygen, and safety belt) is functional and the inspector determines the condition to be acceptable.
					NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
					(continued)

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25 EQUIPMENT/ FURNISHINGS					
6. Observer Seat(s) (continued)					
2) Observer Seat Not Required by 14 CFR (including associated equipment)	D	-	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
7. Megaphones ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, and b) Required distribution is maintained.	
8. Flotation Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative. Inoperative equipment will be removed from airplane.	
9. "Fasten Seat Belt While Seated" Sign or Placard ***	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
10. Crash Axe ***	D	-	-	Any of those in excess of 14 CFR may be missing.	

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25 EQUIPMENT/ FURNISHINGS					
11. Storage Bin(s)/Cabin and *** Galley Storage Compartment/Closets		C	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Procedures are established to secure compartment CLOSED, b) Associated bin or compartment is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed. <p>NOTE: For overhead storage compartments, if no partitions are installed, entire overhead storage compartment is considered one compartment.</p>
		C	-	-	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected door(s) is removed or for retractable doors, secured in the retracted (fully open) position, b) Associated bin or compartment is not used for storage of any items, except those permanently affixed, c) Associated bin or compartment is prominently placarded DO NOT USE, d) Procedures are established and used to alert crew members and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used. <p>(continued)</p>

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25 EQUIPMENT/ FURNISHINGS					
11. Storage Bin(s)/Cabin and *** Galley Storage Compartment/Closets				NOTE 1: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered one compartment.	
				NOTE 2: Any emergency equipment located in associated compartment (permanently affixed) is available for use.	
1) Storage Compartment *** Key Locks	D	-	0	(M) May be inoperative in unlocked position provided doors can be secured by other means.	
12. Cargo Restraint Systems ***	A	-	-	(M) May be inoperative, or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
	C	-	-	May be inoperative, or missing provided cargo compartment remains empty.	

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25 EQUIPMENT/ FURNISHINGS				
13. Flight Attendant Seat *** Assembly	A	1	0	(M) (O) Flight Attendant seat may be inoperative provided: a) Affected seat is not occupied, b) Flight Attendant displaced by inoperative seat occupies passenger seat most accessible to inoperative seat, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat is stowed or secured in the retracted position, e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within two (2) flight days. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint is considered inoperative. NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable regulations are met.
(continued)				

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		4. REMARKS AND EXCEPTIONS		
25 EQUIPMENT/ FURNISHINGS				
13. Flight Attendant Seat *** Assembly (continued)	D	1	0	(M) May be inoperative provided: a) Flight Attendant is not required by 14 CFR, b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
For Operators Other Than Holders of an Air Carrier or Commercial Operator Certificate	D	1	0	(M) (O) May be inoperative provided: a) Affected Seat is not occupied, b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, c) Folding type seat is stowed or secured in the retracted position, and d) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY". (continued)

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25 EQUIPMENT/ FURNISHINGS					
13. Flight Attendant Seat *** Assembly (continued)					<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must be operative.</p>
14. Galley/Cabin Waste *** Receptacles Access Doors/Covers		C	-	-	<p>(M) (O) May be inoperative provided:</p> <p>a) The container is empty and the access is secured to prevent waste introduction into the compartment, and</p> <p>b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.</p>

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25 EQUIPMENT/ FURNISHINGS					
15. Exterior Lavatory Door *** Ashtrays					
1) Airplanes with more than one exterior lavatory door ashtrays installed	A	-	-	One may be inoperative provided it is replaced within 10 calendar days.	
2) Airplanes with only one exterior lavatory door ashtray installed	A	1	-	May be missing provided it is replaced within three (3) calendar days.	
16. External Camera System ***	D	1	0		
17. Emergency Vision *** Assurance Systems (EVAS) STC No. SA00892LA	C	-	0		

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	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
18. Pilot Seats					
1) Vertical Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at the individual crewmember requirements, and b) Fore-Aft adjustment is operative.	
2) Armrest	C	-	-	(M) May be inoperative provided: a) Affected armrest is in the up position, and b) Seat is acceptable to the affected crewmember.	
3) Recline Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move Fore-Aft on its track.	
4) Lumbar Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	
5) Thigh Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	
19. Rudder Pedal Adjustment	C	2	0	(M) May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s) requirements, and b) Position of pedal(s) permits full flight control movement.	

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25 EQUIPMENT/ FURNISHINGS					
20. Cockpit Convenience Items (Expires on December 31, 2007)					Deleted in Rev. 10.
21. Keyed Locks	C	-	0		May be inoperative provided the associated access panel, door, compartment, or cap is verified secure prior to each departure.
22. Airplane Ladders	C	-	0		(O) May be inoperative or removed.
1) Ladder Hardware (pit pins, lanyards, etc.)	D	-	0		
23. Baggage Compartment *** Shelves					
1) Shelf Stowage Straps ***	D	-	0		May be inoperative or removed provided the shelves remain in the down position.
2) Shelf Support Straps ***	D	-	0		May be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
24. Crewmember Flashlight Holder Assemblies (including Flashlight)	C	-	-	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.	
25. EMS Litter Systems *** (STC #ST01500CH-D)	C	-	0	(M) May be inoperative provided the system or subsystems are electrically deactivated by pulling and collaring the affected circuit breaker.	
26. Patient Loading System *** (STC #ST01500CH-D)	C	1	0	(M) May be inoperative provided the system or subsystems are electrically deactivated by pulling and collaring the affected circuit breaker.	
27. Non-Essential Equipment & Furnishings (NEF)					
1) Passenger Convenience *** Items (Expired on April 30, 2008)				Deleted in Rev. 10a.	
2) Non-Essential Equipment *** and Furnishings (NEF)	D	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
NOTE: Exterior lavatory door ash trays are not considered NEF items.					

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
26 FIRE PROTECTION					
1. Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sights so it can not be mistaken for a functional unit, and b) Required distribution is maintained.	
2. Wing Overheat Warning Systems	C	2	1	Except for ER operations, may be inoperative provided: a) Wing Anti-ice is not used, and b) Airplane is not operated in known or forecast icing conditions.	
3. APU Fire Detection System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.	
4. Rear Baggage Compartment Smoke Detector System	C	-	0	May be inoperative provided cabin to rear baggage compartment door remains OPEN.	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION					
5. Lavatory Smoke *** Detection System		C	-	-	<p>(M) (O) For each lavatory, the Lavatory Smoke Detection System may be inoperative provided:</p> <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) Associated lavatory door is LOCKED, CLOSED and placarded, "INOPERATIVE-DO NOT ENTER", and c) Lavatory is used only by crewmembers. <p>NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p> <p>NOTE 2: Lavatory Smoke Detection System is not required for all-cargo operations.</p>

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
26 FIRE PROTECTION					
6. Lavatory Fire *** Extinguisher Systems	C	-	-	For each lavatory, the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector system is operative.	
	C	-	-	(M) (O) For each lavatory, the Lavatory Fire Extinguisher System may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is LOCKED, CLOSED and placarded, "INOPERATIVE- DO NOT ENTER", and c) Lavatory is used only by crewmembers.	
				NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
				NOTE 2: A Lavatory Fire Extinguisher System is not required for all-cargo operations.	
7. Galley Smoke Detection *** Systems	D	-	0		
8. Galley Fire Extinguishing *** Systems	D	-	0		

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION				
9. Engine Fire Detection Systems	C	2	1	Except for ER operations, one complete loop (A or B) may be inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.
10. Flame Detectors ***	D	-	0	
11. Under Floor Overheat *** Warning System	D	-	0	
12. APU Fire Extinguishing System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.
13. Passenger Compartment *** Closet Smoke Detector	D	-	0	May be inoperative provided door remains OPEN for visual check from crew stations.
14. Entranceway Baggage *** Compartment Smoke Detector	D	-	-	May be inoperative provided doors remain OPEN for visual check from crew stations.

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION					
15. Cargo Compartment Fire *** Detection/Suppression Systems		C	-	0	<p>May be inoperative provided associated cargo compartment remains empty.</p> <p>NOTE 1: Does not preclude the Carriage of empty cargo containers, pallets, ballast, etc.</p> <p>NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).</p>

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
27 FLIGHT CONTROLS					
1. Flap/Stabilizer Warning System	C	1	0	May be inoperative provided Flap/Stabilizer position indicator is monitored to observe proper Flap/Stabilizer position.	
2. Rudder Limit Warning Light System	C	1	0	May be inoperative provided Single Rudder Limit Warning Light System is operative.	
3. Single Rudder Limit Warning Light System	C	1	0	May be inoperative provided Rudder Limit Warning Light System is operative.	
4. Automatic Ground Spoiler System	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
5. Electric Elevator Trim System	C	1	0	(O) May be inoperative provided: a) Electric Pitch Trim remains OFF, and b) Airplane is operated in accordance with AFM Limitations.	
6. Elevator Trim Actuator *** Heater System	C	2	0	(M) May be inoperative provided maintenance personnel pull and collar the affected circuit breaker(s).	
7. Aileron Trim Actuator *** Heater	C	1	0	(M) May be inoperative provided maintenance personnel pull and collar the affected circuit breaker(s).	
8. Control Wheel Elevator Trim Switches	C	2	1	May be inoperative provided pilot flying has operative switch.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
27 FLIGHT CONTROLS					
9. Stall Barrier Systems	A	2	1	(M) (O) May be inoperative provided: a) Angle of Attack indication is available on both PFD's, b) Alternate procedures are established and used, c) Inoperative stall barrier system is electrically disabled, and d) Repairs are made within two (2) flight days.	

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		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
28 FUEL				
1. Fuel Tank Temperature System	C	1	0	(O) May be inoperative provided: a) Total Air Temperature is used as an indication of fuel temperature, and b) Airplane is operated in accordance with AFM Limitations.
2. Fuel Quantity Indication Systems				
1) EICAS or Standby	C	2	1	(M) May be partially or completely inoperative provided associated Standby Fuel Quantity Indicating System or EICAS Fuel Quantity Indicating System is operative.
	C	2	1	(M) (O) Except for ER operations, either Left or Right Fuel Quantity display may be inoperative provided: a) Both tanks are completely filled using overwing refueling, b) Both Fuel Flow Meters are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, and d) Flight crew maintains a log of fuel burned.
(continued)				

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		2. NUMBER INSTALLED			
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS AND EXCEPTIONS		
28 FUEL					
2. Fuel Quantity Indication Systems (continued)					
1) EICAS or Standby (cont'd)	C	2	1	(M) (O) Except for ER operations, either Left or Right Fuel Quantity display may be inoperative provided: a) Affected tank is defueled before each refueling, b) Affected tank is fueled with a known quantity of fuel, c) Both fuel flow meters are operative, d) After takeoff, power is set by matching fuel flow indications on both engines, and e) Flight crew maintains a log of fuel burned.	
				NOTE: Total fuel indication will be incorrect with an inoperative indicator.	
3. Fuel Low Quantity Warning Systems (EICAS - Message) (Standby Indicator Lights)	C	2	0	(O) May be inoperative provided: a) Both Fuel Quantity Indicating Systems are operative, b) All Fuel Boost Pumps are operative, and c) Fuel Crossflow Valve is OPENED when either wing tank contains 2,000 pounds or less fuel.	

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

28 FUEL

4. Fuel Boost Pumps

C

4

3

(O) Except for ER operations, may be inoperative provided:
a) Fuel Crossflow Valve is operative,
b) Fuel Intertank Valve is operative,
c) Both Fuel Low Quantity Warning Systems are operative, and
d) Airplane is operated in accordance with AFM Limitations.

5. Fuel Intertank Valve

C

1

0

(M) Except for ER operations, may be inoperative provided:
a) All Fuel Boost Pumps are operative,
b) Fuel Crossflow Valve is operative,
c) Fuel Quantity Indicating System is operative, and
d) Intertank Valve is verified CLOSED and electrically deactivated.

6. Fuel Boost Pump Warning Lights

C

4

3

(O) Except for ER operations, may be inoperative provided:
a) Fuel Crossflow Valve is operative,
b) Fuel Intertank Valve is operative, and
c) Airplane is operated in accordance with AFM Limitations.

7. Fuel Boost Pump Circuit Breaker Indicator Lights

C

4

3

May be inoperative provided associated Fuel Boost Pump Warning Light is operative.

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1. SYSTEM,

SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

28 FUEL

8. Fuel Crossflow Valve

1) Failed CLOSED

C

1

0

(O) Except for ER operations, may be inoperative provided:

- a) All Fuel Boost Pumps are operative,
- b) Fuel Intertank Valve is operative,
- c) Fuel Quantity Indicating System is operative,
- d) Fuel Intertank Valve is OPENED when either wing tank contains 2,000 pounds or less fuel, and
- e) Airplane is operated in accordance with AFM Limitations.

NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.

2) Failed OPEN

C

1

0

(O) Except for ER operations, may be inoperative provided:

- a) All Fuel Boost Pumps are operative,
- b) Fuel Intertank Valve is operative,
- c) Fuel Quantity Indicating System is operative, and
- d) Airplane is operated in accordance with AFM Limitations.

NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.

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		2. NUMBER INSTALLED			
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		4. REMARKS AND EXCEPTIONS			
28 FUEL					
9. Pressure Fueling System (Single Point Refueling)		D	1	0	(M) May be inoperative provided procedures are established to deactivate Pressure Fueling System.
10. Fuel Cap Chains		D	-	0	
11. Single Point Refueling Cap		C	1	0	May be inoperative or missing provided the single point refueling receptacle is checked for leaks before every takeoff.

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29-11. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

29 HYDRAULIC POWER

1. Brake Accumulator
Pressure Gauge (Nose
Wheel Well)

D

1

0

2. Auxiliary Hydraulic
Pressure Indication

C

1

0

May be inoperative provided Brake
Accumulator Pressure Gauge is
operative.3. Utility Hydraulic Pressure
Indication

C

1

0

(O) May be inoperative provided:
a) Combined Hydraulic Pressure
Indication is operative,
b) Utility Hydraulic system is
operative, and
c) Before left engine start, Stall
Barrier Test is performed in
accordance with AFM procedure.4. Combined Hydraulic
System Accumulator
Pressure Gauge

D

1

0

5. Flight Hydraulic System
Accumulator Pressure
Gauge (Fuselage)

D

1

0

6. Combined Hydraulic
System Quantity Gauge
(Fuselage)

C

1

0

(M) May be inoperative provided quantity
is checked by reservoir sight gauge
before each departure.7. Flight Hydraulic System
Quantity Gauge
(Fuselage)

C

1

0

(M) May be inoperative provided quantity
is checked by reservoir sight gauge
before each departure.

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	4. REMARKS AND EXCEPTIONS				
29 HYDRAULIC POWER					
8. Combined Hydraulic System Quantity Indication (EICAS)	C	1	0	(M) May be inoperative provided Combined System quantity is checked at either the aft compartment reservoir sight gauge or the aft fuselage mounted gauge.	
9. Flight Hydraulic System Quantity Indication (EICAS)	C	1	0	(M) May be inoperative provided Flight System quantity is checked at either the aft compartment reservoir sight gauge or the aft fuselage mounted gauge.	
10. Hydraulic Reservoir Replenishing System	D	1	0	(M) May be inoperative provided hydraulic reservoirs are replenished as needed using approved servicing techniques.	

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	4. REMARKS AND EXCEPTIONS				
30 ICE AND RAIN					
1. Cowl Anti-Ice Pressure Indicators	B	2	0	Except for ER operations, may be inoperative provided SAT is greater than +10 degrees C for entire flight.	
	B	2	0	Except for ER operations, may be inoperative provided: a) Airplane is operated in VMC, and b) Airplane is not operated in visible moisture.	
	B	2	0	Except for ER operations, may be inoperative provided Both EICAS Cowl Anti-Ice Indications are operative.	
2. Wing Anti-Ice Systems	C	2	0	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
3. Windshield Heat Systems	C	2	1	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
1) Windshield Heat Sensors	D	4	2	One sensor may be inoperative for each Windshield Heat System.	
4. Side Window Heat Systems	C	2	0		
1) Side Window Heat Sensors	D	4	2	One Side Window Heat Sensor may be inoperative for each Side Window Heating System.	
2) Side Window Heat Sensors	C	4	0		

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		4. REMARKS AND EXCEPTIONS			
30 ICE AND RAIN PROTECTION					
5. Windshield Wiper Systems	C	2	0	May be inoperative provided there is no precipitation falling on the departure and arrival airport at the time of takeoff and landing.	
6. Pitot Heat Switch Light System	B	1	0	(M) (O) May be inoperative provided all other elements of pitot heat indicating system are checked operative.	
7. Pitot Heaters	B	3	2	Except for ER operations, may be inoperative provided airplane is not operated in visible moistures or known or forecast icing conditions.	
8. Ice Detection System ***	D	1	0	(O) May be inoperative provided airplane is operated in accordance with alternate AFM procedures.	

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				4. REMARKS AND EXCEPTIONS	
30 ICE AND RAIN PROTECTION					
9. Cowl Anti-Ice Systems	C	2	0	(M) Except for ER operations, may be inoperative provided: a) Affected Valves are verified CLOSED, and b) Airplane is not operated in known or forecast icing conditions.	
	C	2	1	(M) May be inoperative provided: a) Affected Valve is verified OPEN, b) All components of both HP Bleed Air Systems are operative, c) Both Environmental Control Systems (ECS) Packs are operative, d) Performance Computer is initialized with COWL ANTI-ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, and e) Airplane is operated in accordance with AFM Limitations and Performance.	
10. Cowl Low Pressure Indication Systems	C	2	0	(O) May be inoperative provided Cowl Anti-Ice Pressure Indications are operative.	
11. Cabin Window Heat *** System	D	1	0	(M) May be inoperative provided: a) Cabin Window Heat switch is selected OFF, and b) Cabin Window Heat System circuit breakers are pulled and collared.	
12. Angle of Attack (AOA) Probe Heater	C	2	1	May be inoperative provided flight is not conducted into known or forecast icing conditions.	

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			4. REMARKS AND EXCEPTIONS		
31 INDICATING/ RECORDING SYSTEMS					
1. Clocks	D	-	1		
2. Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
(Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR))	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but before takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished before dispatch, and d) Repairs are made within three (3) flight days.	
FDR Recording Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar days.	
FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
(continued)					

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	4. REMARKS AND EXCEPTIONS			
31 INDICATING/ RECORDING SYSTEMS				
2. Flight Data Recorder (FDR) System (continued)				
Flight Data Recorder (FDR) System (Installed for an Operator other than a Holder of an Air Carrier of Commercial Operator Certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
	A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
3. Brake Temperature *** Monitoring System (BTMS)	C	1	0	May be inoperative provided airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling.
				NOTE: This item includes the BTMS displayed either on the dedicated display in the pedestal or on the brakes synoptic page.
4. G Monitor System ***	D	1	0	

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	4. REMARKS AND EXCEPTIONS			
31 INDICATING/ RECORDING SYSTEMS				
5. Electronic Checklist	C	2	1	May be inoperative provided: a) Checklist module in Fault Warning Computer (FWC) 1 is operative, and b) AFM or QRH is available in the cockpit for use by both pilots in flight.
6. Security System ***	D	1	0	
7. Radio Rack Fan AUTO Indication System	D	1	0	May be inoperative provided: a) Fan operation is verified when the main door is OPEN, and b) Fan ceases operation when main door is CLOSED.
8. Radio Rack Fan MANUAL Indication System	D	1	0	May be inoperative provided manual operation is verified before departure.
9. Data Acquisition Unit (DAU) Channels	B	4	3	
10. Plastic Guard Switch Covers	D	-	-	May be inoperative provided APU fire bottle switch cover is installed and operative.
11. Glareshield AOA Indexers	D	2	0	May be inoperative provided AOA indicator on the respective PFD is operative.
12. Quick Access Recorder ***	D	1	0	
13. Infrared Counter *** Measure System (IRCM)	D	1	0	
14. XM Weather Receiver ***	D	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
32 LANDING GEAR					
1. Anti-Skid System	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
2. Nosewheel Steering Accessory Hardware (Torque Link Lanyards)	D	-	0	May be inoperative or missing.	
3. Blow Down Bottle	A	1	0	(O) May be inoperative provided: a) Airplane is operated with the landing gear in the extended position, b) Landing gear handle remains in the down position, c) Ground lock pins are installed to ensure that all three (3) landing gears are LOCKED down throughout flight, d) Both pilots use cockpit headsets, e) Operations are not conducted in known or forecasted icing conditions, f) Extended over water operations are prohibited, g) Flight is conducted in accordance with AFM Supplement No. GIV-2009-01, h) Category II operations are prohibited, i) EFVS operations below 200 feet above touchdown zone elevation are prohibited, and j) Repairs are made within one (1) flight day.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
		2. NUMBER INSTALLED			
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS AND EXCEPTIONS		
33 LIGHTS					
1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems	C	-	-	Individual lights may be inoperative provided remaining Lighting System lights are: a) Sufficient to clearly illuminate all required instruments, control and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.	
2. Passenger Cabin Interior Illumination Systems	D	-	-	May be inoperative provided: a) Cabin emergency lighting is operative, b) Sufficient lighting is operative for crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to flight crew.	
3. Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.	
(continued)					

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
33 LIGHTS					
3. Passenger Lighted Information Signs (cont'd)	C	-	-	NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
33 LIGHTS				
4. Position Light Bulbs	C	6	3	May be inoperative provided one light bulb is operative at each position.
	C	6	0	May be inoperative provided airplane is not operated at night.
5. Beacons	C	2	0	May be inoperative provided airplane is not operated at night.
	C	2	0	May be inoperative provided Strobes (Anti-Collision Lights) are operative.
6. Strobes (Anti-Collision Lights)	B	-	2	
	B	-	0	May be inoperative provided airplane is not operated at night.
	B	-	0	May be inoperative provided both Beacons are operative.
7. Wing Inspection Lights	C	2	0	May be inoperative provided an Ice Detection System is installed and operative.
	C	2	0	May be inoperative provided portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operation in icing conditions.
	C	2	0	May be inoperative provided airplane is not operated at night.
	C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
				4. REMARKS AND EXCEPTIONS	
33 LIGHTS					
8. Landing Lights	B	2	1	May be inoperative provided all three bulbs of the taxi light are operative.	
	C	2	0	May be inoperative provided airplane is not operated at night.	
9. Taxi Light System	C	1	0		
1) Individual Light Bulbs	C	3	0		
10. Floor Proximity *** Emergency Escape Path Marking System Lights	C	-	-	Individual lights may be inoperative provided it is verified that FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter. b) FAA approved report of the type design holder. c) Limitations and Conditions section of the applicable Supplement Type Certificate (STC). d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.	
11. Pulselight Systems *** (Identification Lights)	D	-	0		
12. Recognition Lights *** System	D	1	0		
13. Logo Lights System ***	D	1	0		

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
4. REMARKS AND EXCEPTIONS					
33 LIGHTS					
14. Ramp Lights Systems ***	D	-	0		
15. Flashlight Charging *** Systems	D	-	0		
16. Aft Compartment Lights (Boiler Room)	D	-	0		
17. Cargo Compartment *** Light	D	1	0	May be inoperative provided no emergency equipment is carried in Cargo Compartment.	
	D	1	0	May be inoperative provided an operative flashlight is installed in Cargo Compartment.	
18. Pylon Mounted Exterior *** Baggage Loading Light System	D	1	0		
19. Wheel Well Lights	D	3	0		
20. Exterior Emergency Evacuation Lighting System	C	1	0	May be inoperative provided airplane is operated during daylight only.	
21. Standby Warning Lights Panel (for SPZ 8000 Equipped Airplanes)	C	1	0	(O) Any individual warning lights may be inoperative provided their associated messages on EICAS are operative.	
22. Service Door Lights ***	D	-	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS AND EXCEPTIONS			
33 LIGHTS						
23. Retractable Approach *** Lights	D	2	0			
24. Airstair Lights	D	-	0	May be inoperative provided an alternate means (e.g. flashlight) is used to illuminate the airstairs.		
25. Dome Lights	D	-	0	May be inoperative provided an alternate means (e.g. flashlight) is used to illuminate the vestibule area.		
26. Dim and Test Annunciator Channels	C	-	-	May be inoperative provided the switch capsule is not used in an emergency procedure where the actuation of the switch is not displayed elsewhere in the cockpit. NOTE: The following switches 1-4 may not be inoperative: 1. GPWS / Ground Spoiler Override 2. Terrain Inhibit 3. CPCS Panel Flight/Landing (2) 4. Door Safety		
27. Baggage Compartment Light	D	1	0	May be inoperative provided no emergency equipment is carried in the baggage compartment.		
	D	1	0	May be inoperative provided an operative flashlight is installed in baggage compartment.		
28. Cockpit Flashlights	C	-	1	May be inoperative provided the operative flashlight is in good working order in accordance with the applicable 14 CFR.		

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
33 LIGHTS					
29. Wing Tip Position Light *** LED Element Banks	C	4	2	One may be inoperative per wing tip position.	
	C	4	0	May be inoperative provided airplane is not operated at night.	
30. Tail Position Light LED *** Element Banks	C	2	1		
	C	2	0	May be inoperative provided airplane is not operated at night.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
1. Directional Compass Reference System	B	-	2	(O) May be inoperative provided: a) Both PFD Heading Indicating Systems operate independently, b) If number one (1) or two (2) System is failed, flight time with one (1) engine inoperative must not exceed one (1) hour cruise from a suitable airport, and c) One (1) Standby Magnetic Compass System (Flux Valve or Magnetometer) is operative.	
2. Attitude Reference Sensors	B	-	2	(O) May be inoperative provided: a) Both PFD Attitude Indication Systems operate independently, b) Standby Attitude Indicator is operative, and c) If number one (1) or two (2) System is failed, flight time with one (1) engine inoperative must not exceed one (1) hour cruise from a suitable airport.	
1) IRU Cooling Fans	B	-	2	(O) May be inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, b) Standby Attitude Indicator is operative, and c) If number one (1) or two (2) System is failed, flight time with one (1) engine inoperative must not exceed one (1) hour cruise from a suitable airport.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
3. Standby Flight Displays				
1) Standby Attitude *** Indicator (ElectroMechanical Gyro Horizon)	C	-	0	Except for ER operations, may be inoperative provided not required by 14 CFR.
	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast VFR-on-TOP conditions.
a) Glideslope/Localizer *** Indicator	C	1	0	
2) Standby *** Altimeter/Airspeed Indicator (combined unit)	C	1	0	May be inoperative provided airplane is operated in Day VMC only.
3) Standby Altimeter (stand alone)	C	1	0	May be inoperative provided airplane is operated in Day VMC only.
4) Standby Airspeed *** Indicator (stand alone)	C	1	0	May be inoperative provided airplane is operated in Day VMC only.
(continued)				

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
3. Standby Flight Displays (continued)					
5) Secondary Flight Display (3-in-1 Color Video Standby Attitude, Altitude, Airspeed Indicator) (SFDS)	C	1	0	Except for ER operations, the Attitude Position Indicator may be inoperative provided it is not required by 14 CFR.	
a) Standby Air Data Unit ***	C	1	0	May be inoperative provided airplane is operated in day VMC only.	
b) Standby Heading Display ***	C	1	0	May be inoperative provided all installed Heading Reference Systems are Operative.	
c) DME Function ***	C	1	0		
d) FMS Navigation *** Functions	C	1	0		
e) Glideslope/Localizer *** Functions	C	1	0		
4. Weather Radar Systems	C	-	-	Except for ER operations, as required by 14 CFR.	
5. VOR/ILS Navigation Systems	C	-	-	As required by 14 CFR and no relief may be provided to an inoperative systems or component if powered by an emergency bus.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
6. Marker Beacon System	C	1	-	May be inoperative provided approach procedures do not require its use.	
7. Automatic Direction Finding System	C	2	-	As required by 14 CFR.	
8. ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Before flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
	D	-	1	Any in excess of those required by 14 CFR may be inoperative. NOTE 1: Flight Director, Autopilot, and Transponder must use the same Air Data source for flight into RVSM airspace. NOTE 2: Transponder and altitude reporting capability must be operative for flight into RVSM airspace.	
1) Elementary and Enhanced Downlink Airplane Reportable Parameters not Required by 14 CFR ***	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made before completion of the next heavy maintenance visit.	
2) ADS-B Squitter *** Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made before completion of next heavy maintenance visit.	

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		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
34 NAVIGATION				
9. Distance Measuring Equipment (DME) Systems	D	-	-	Except where en route operations or approach minimums require its use, any in excess of those required by 14 CFR may be inoperative.
10. Digital Bearing Distance Indicators (DBDI) (SN 1212 and subs) (Electromechanical or Electronic Standby Navigation Display, if installed)	C	-	0	May be inoperative provided all installed IRS's are operative.
*** Dual Digital Radio Magnetic Indicator (DDRMI) (SN 1000 – 1211) (Electromechanical or Electronic Standby Navigation Display, if installed.)	C	-	0	May be inoperative provided all installed IRS's are operative.
1) DME Displays	C	-	0	
11. Radio Altimeter Systems	C	-	0	May be inoperative provided: a) Landing weather minimums or operating procedures do not require its use, and b) Other systems affected (E/GPWS, TCAS, Flight Director, Autopilot, Autothrottle, Altimeter Ground Awareness Display) are considered.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
12. Long Range Navigation Systems (IRS, GPS, GNSSU and LORAN)	C	-	-	May be inoperative except where en route operations or approach minimums require the use of GPS or GNSSU.
	C	-	-	As required by 14 CFR.
				NOTE: IRS Navigation Function only. See Attitude Reference Sensors for IRS Attitude Function.
13. Terrain Awareness and Warning System (TAWS)				
Class A TAWS Equipment Required				
1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
(continued)				

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
13. TAWS (continued)					
c) Glideslope Deviation(s) (Mode 5)	C	-	1		
	B	-	0		
d) Advisory Callouts ***	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	C	1	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
e) Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
				NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.	
(continued)					

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
13. TAWS (continued)				
2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Displays ***	C	-	1	
	B	-	0	
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0	
Class B TAWS Equipment Required				
1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
(continued)				

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
13. TAWS (continued)					
c) Modes 2, 4 & 5 ***	C	3	0		
d) Advisory Callouts ***	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
e) Windshear Mode *** (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) Terrain Displays ***	C	-	0		
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0		
Class C TAWS Equipment					
					(continued)

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		4. REMARKS AND EXCEPTIONS		
34 NAVIGATION				
13. TAWS (continued)				
1) TAWS / GPWS ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that is operative may be used.
14. Inertial Sensor Display *** Unit (ISDU)	C	1	0	May be inoperative provided at least one Flight Management System is operative.
15. Flight Management Systems (CDU & Nav Computer Only)	B	-	0	Except where en route operations or approach minimums require its use, may be inoperative provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, and d) Both RFMU's must be operative. NOTE: Two (2) systems are required for dispatch into MNPS or RNP-10 airspace. One system is required in PRNAV, BRNAV, RNAV 1 and RNAV 2 airspace.
1) Navigation Databases	C	-	-	Except where en route operations or approach minimums require a current database, may be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation fixes before dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
16. Lighting Sensor System *** (LSS)		D	1	0	
17. Stormscopes ***		D	-	0	
18. Traffic Alert and Collision Avoidance System (TCAS I)		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) En route or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) En route or approach procedures do not require its use.
Traffic Alert and Collision Avoidance System (TCAS II)		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) En route or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secure, and c) En route or approach procedures do not require its use.
(continued)					

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			4. REMARKS AND EXCEPTIONS		
34 NAVIGATION					
18. Traffic Alert and Collision Avoidance System (continued)					
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4) Audio Functions	B	1	0	May be inoperative provided en route or approach procedures do not require use of TCAS.	
5) Airspace Selection *** Function (Above / Normal / Below)	C	-	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
19. Microwave Landing *** Systems (MLS)	D	-	-	As required by 14 CFR.	
20. Symbol Generators	C	3	2	(M) (O) May be inoperative provided: a) EFIS displays at pilot's and co-pilot's stations are operative from independent Symbol Generators, and b) Both EICAS displays are operative.	
21. Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) En route operations, i.e. RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three (3) flight days.	
1) Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.	
2) Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
22. Display Units					
*** For SPZ 8000 Equipped Airplanes	C	6	5	(O) May be inoperative provided: a) Inoperative tube is located in the Copilot's Navigation Display Position (DU #5), b) "ND OFF" is selected on the Copilot Display Switching Panel, c) Standby, Attitude Indicator is operative, d) One Digital Bearing Distance Indicators(DBDI) or Secondary NAV Display is operative, e) The DU #5 circuit breaker is pulled and collared, and f) Alternate procedures are established and used for operation without the Copilot's Navigation Display.	
*** For SPZ 8400 Equipped Airplanes	C	6	5	(O) May be inoperative provided: a) Inoperative tube is located in the Copilot's Navigation Display Position (DU #5), b) "NORM" is selected on both the Pilot's and Copilot's Display Switching Panels, c) Standby, Attitude Indicator is operative, d) One Digital Bearing Distance Indicator (DBDI) or Secondary NAV Display is operative, e) The DU #5 circuit breaker is pulled and collared, and f) Alternate procedures are established and used for operation without the Copilot's Navigation Display.	

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
*** G-IV Equipped with DU-885		C	6	5	(M) (O) May be inoperative provided: a) Inoperative tube is located in the Copilot's Navigation Display Position (DU #5), b) Standby Attitude Indicator is operative, c) Standby RMI is operative, d) The DU #5 circuit breaker is pulled and collared, e) Alternate procedures are developed for operation without the Copilot's Navigation displays, and f) Terminal charts for the origin, destination and alternate airports are verified to be current and onboard the aircraft.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
23. Standby Magnetic Compass Systems (Flux Valves)	C	-	0	May be inoperative provided all installed Heading Reference systems are operative.
*** Magnetometer	C	1	0	May be inoperative provided all installed Heading Reference systems are operative.
24. Non-Stabilized Magnetic *** Compass (Standby)	B	1	0	May be inoperative provided any combination of three (3) Gyro or IRS (IRU) Stabilized Compass Systems are operative.
	B	1	0	May be inoperative provided: a) Any combination of two (2) Gyro or IRS (IRU) Stabilized Compass Systems are operative, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.
	B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two (2) Stabilized Directional Gyro Systems are installed, are operative, and used in conjunction with approved Free Gyro Navigation Techniques.
25, Head Up Display System ***	D	1	0	May be inoperative provided approach minimums or operating procedures are not dependent on its use.
26. Airborne Flight *** Information System (AFIS)	D	-	0	
1) AFIS Printer	D	-	0	

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	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
27. Slip-Skid Indicator					
(for SPZ 8000 equipped airplanes)	B	2	1	May be inoperative provided: a) Third attitude indicator is installed and operative is installed and operative, and b) Airplane is operated during day VMC conditions.	
(for SPZ 8400 equipped airplanes)	B	2	1	May be inoperative provided: a) Third attitude indicator is installed and operative, and b) An operative slip indication is obtained by selecting another IRS source via the Display Controller.	
	B	2	1	May be inoperative provided airplane is operated during day VMC conditions.	
28. Data Loader ***	D	1	0		
29. Bus Controller	C	3	2		
30. Lasertrak NDU ***	C	1	0	May be inoperative provided at least one (1) Flight Management System (FMS) is operative.	

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34. NAVIGATION					
31. Navigation Management *** Systems	C	-	0	Except where en route operations or approach minimums require its use, may be inoperative provided: a) At least one FMS is operative, b) System is not required for IRS alignment, c) Long Range Navigation is not dependent on its use, and d) Procedures do not require its use. NOTE: Two (2) systems are required for dispatch into MNPS or RNP-10 airspace. One system is required in PRNAV, BRNAV, RNAV 1 and RNAV 2 airspace.	
1) Navigation Databases	C	-	-	Except where en route operations or approach minimums require a current database, may be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation fixes before dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	
32. Windshear Warning and *** Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
33. Windshear Detection and *** Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
34 NAVIGATION				
34. Guidance Panel Digital Indications and Mode Select Indications				
1) Speed Display	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
2) Heading Display	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
3) VS Display	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
4) Altitude Select Display	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
5) LNAV	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
6) VNAV	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
7) FLCH	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
8) Manual Speed	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
(continued)				

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
34. Guidance Panel Digital Indications and Mode Select Indications (continued)					
9) Bank Select	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
10) BC Select	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
11) Heading Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
12) VS Select	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
13) Alt Hold Select	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
14) Approach	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
15) PFD Command	C	1	0	(O) May be inoperative provided the associated value is available in the Primary Flight Display.	

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
35. Cockpit Video Monitors ***	D	-	0		
36. Metric Altimeter ***	D	1	0	(O) May be inoperative provided: a) Altimeter installation was not a replacement for standard or standby altimeters, and b) Alternate procedures are established and used.	
37. Heads Up Checklist ***	D	-	0		
38. Electronic Flight *** Bag				Moved to ATA 46 in Rev 10.	
39. Enhanced Vision System *** (EVS)	D	1	0		
1) EVS Window Heat ***	D	1	0		
2) Secondary (non-HUD) *** EVS Display Repeater	D	1	0	May be inoperative provided procedures are not dependent on its use.	
40. Cockpit Printer ***	D	-	0		

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
41. Right Side Display Controller	A	1	0	(M) (O) May be inoperative provided: a) Weather at the destination is forecast to be VFR (1,000 ft ceiling and three (3) miles visibility), b) An alternate airport is specified in the flight plan which has VFR weather forecast (1,000 ft ceiling and three (3) miles visibility), c) Both VOR and ADF navigation receivers are operative, d) Flight is conducted based on only short range navigation sources (VOR/ADF) being available, e) Navigation suffix in the flight plan clearly indicates that the airplane is not capable of any RNP required navigation capability, f) Flight is conducted in airspace where the availability of navigation by short range navigation receivers (VOR/ADF) is assured, g) One DBDI or Standby RMI or Secondary Navigation Display is operative, h) Associated Display Controller circuit breaker for the failed Display Controller is pulled and collared, i) Alternate procedures are established and used, and j) Repairs are made within one (1) flight day.	

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		4. REMARKS AND EXCEPTIONS				
34 NAVIGATION						
42. Automatic Dependent *** Surveillance-Broadcast (ADS-B) System		D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
1) Cockpit Display and *** Traffic Information (CDTI)		D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other airplane systems may be used.	
2) CDTI Control Panel ***		D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.	
3) Data Link *** Transmitter(s)		D	-	0	NOTE: In some airplanes the Data Link Transmission is an integral part of the transponder and relief is provided in that section.	
4) Data Link Receivers ***		D	-	0		
5) ADS-B Applications ***		D	-	0		

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
43. ***	DDA (Digital to Discrete Adapter)	D	2	0	May be inoperative provided approach minimums do not require its use.
44. ***	GNSSU WAAS (Wide Area Augmentation System or SBAS – Space Based Augmentation System) Function	D	2	0	WAAS function may be inoperative provided en route and approach procedures do not require its use.
45. ***	Cursor Control Devices	C	2	0	(M) (O) May be inoperative provided: a) Both Display Controllers are operative, and b) Terminal charts for the origin, destination and alternate airports are verified to be current and onboard the aircraft.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS AND EXCEPTIONS	
35 OXYGEN					
1. Passenger Oxygen System and Supply	B	-	-	As required by 14 CFR.	
2. Cabin Oxygen ON Warning Systems	C	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, and b) Cabin Altitude Pressure Warning System is operative.	
	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
3. Oxygen Service Panel Pressure Gauges	D	2	0	(M) (O) Both may be inoperative provided associated cockpit gauge is operative and monitored.	
4. Portable Oxygen Dispensing Units (Bottle and Mask) ***	B	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained throughout airplane. NOTE: Any bottle not properly serviced is considered inoperative and should be removed.	
5. Oxygen Supply Warning System ***	D	1	0	May be inoperative provided associated cockpit gauge is operative and monitored.	
6. Therapeutic Oxygen	C	-	-	As required by 14 CFR.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
35 OXYGEN					
7. Protective Breathing *** Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR only may be inoperative.	
8. Electronic Equipment *** Rack Oxygen Pressure Gauges	D	-	0	May be inoperative provided cockpit gauges are operative.	
9. Cockpit Oxygen Pressure Gauges	C	-	0	May be inoperative provided electronic equipment rack gauges are installed and operative.	

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SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

36 PNEUMATIC

1. HP Bleed Air Systems

1) Pressurized
Configuration

C

2

1

(M) Except for ER operations, may be inoperative provided:

- a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF,
- b) Opposite Engine Bleed Air System is operative,
- c) Isolation Valve is verified operative and selected OPEN, and
- d) Airplane is operated in accordance with AFM Limitations.

NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.

2) Unpressurized
Configuration

C

2

0

(M) (O) Except for ER operations, may be inoperative provided:

- a) Both Bleed Air Valves are CLOSED and deactivated electrically,
- b) Airplane is not operated in forecast or known icing conditions, and
- c) Airplane is operated in accordance with AFM Limitations.

NOTE: Right Bleed Air Circuit Breaker should not be pulled because it regulates power to additional components such as the Isolation Valve.

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		4. REMARKS AND EXCEPTIONS			
36 PNEUMATIC					
2. Bleed Air Hot Warning Systems					
1) Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified operative and selected OPEN, d) Airplane is not operated in forecast or known icing conditions, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.	
2) Unpressurized Configuration	C	2	0	(M) (O) Except for ER operations, may be inoperative provided: a) Both Bleed Air valves are CLOSED and deactivated electrically, b) Airplane is not operated in forecast or known icing conditions, and c) Airplane is operated in accordance with AFM Limitations. NOTE: Right Bleed Air Circuit Breaker should not be pulled because it regulates power to additional components such as the Isolation Valve.	

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
36 PNEUMATIC					
3. Isolation Valve		C	1	0	(M) May be inoperative provided: a) Both Bleed Air Systems are operative, b) Both Environmental Control Systems (ECS) Packs are operative, c) Isolation Valve is electrically deactivated, and d) Isolation Valve is verified CLOSED.
4. Bleed Air Pressure Indication Systems (Overhead Panel)		C	2	0	May be inoperative provided the Bleed Indication System on the APU/Bleed Synoptic is operative.

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		4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE					
1. Potable Water Systems		C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, b) Associated system components are verified not to have leaks, and c) Passengers are advised of the inoperative water system. NOTE: Any portion of system which is operative may be used.
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.

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		4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE					
2. Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which is operative may be used.	
	C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured CLOSED and placarded "INOPERATIVE-DO NOT ENTER". NOTE: These provisos are not intended to prohibit inspections by crewmembers.	
3. Lavatory Dump/Drain System	C	-	-	May be inoperative provided: a) Dump Valve is secured in the CLOSED and LOCKED position, and b) System is checked for leaks before every flight.	
4. Vacuum Toilet Holding *** Tank Indicator	D	1	0	May be inoperative provided: a) Tank is verified to be serviced before first flight of the day, and b) Tank is serviced after the last flight of the day.	

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		4. REMARKS AND EXCEPTIONS			
46 NEW TECHNOLOGY					
1. Electronic Flight Bag *** Systems (EFBs)					
1) Class 3 EFBs ***	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
				NOTE: Any function, program or document which operates normally may be used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
2) Data Connectivity *** (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
3. Power Connection *** (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	-	May be inoperative provided procedures do not require its use.	
(continued)					

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		4. REMARKS AND EXCEPTIONS			
46 NEW TECHNOLOGY					
1. Electronic Flight Bag *** Systems (EFBs) (continued)					
4) Mounting Device *** (Class 2)		C	-	0	(M) (O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from airplane, and b) Alternate procedures are established and used.
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from airplane, and b) Procedures do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
49 AIRBORNE AUXILIARY POWER					
1. Auxiliary Power Unit (APU)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Both Engine Driven Alternators are operative, b) Both Converters are operative, c) TRU is operative, and d) Standby Electrical System is operative.	
2. APU EGT Indicators (EICAS and Overhead Indicator)	C	2	1		
	C	2	0	Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.	
3. APU Tachometers (EICAS and Overhead Indicator)	C	2	1		
	C	2	0	Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Drive Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.	

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
49 AIRBORNE AUXILIARY POWER				
4. APU Low Oil Pressure Warning Light	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.
5. APU Oil Pressure *** Gauges	D	-	0	
6. APU Oil Temperature *** Gauges	D	-	0	
7. APU Fuel Pressure *** Gauges	D	-	0	
8. APU Overspeed Indicator Light	C	1	0	May be inoperative provided APU RPM indicator is operative and APU RPM is monitored whenever used in flight.
9. APU Fault Indicators	C	4	0	(M) May be inoperative provided indicator(s) are electrically disconnected from APU circuits.
10. APU Start Indicator Light ***	D	1	0	
11. APU Air Load Valve	C	1	0	(M) May be inoperative provided Valve is electrically deactivated in CLOSED position.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
49 AIRBORNE AUXILIARY POWER				
12. APU External Fire *** Warning Alarm (Fire Warning Bell)	D	1	0	May be inoperative provide APU operation is monitored in cockpit.
13. APU Air Inlet Door System	C	1	0	(M) Except for ER operations, may be inoperative provided APU Air Inlet Door is secured fully CLOSED.
	C	1	0	(M) May be inoperative provided: a) APU Air Inlet Door is fully OPEN, b) APU is operated throughout entire flight, and c) Airplane is operated in accordance with AFM Limitations.
14. APU Start/Engine Cowl *** Open/Interrupt System	D	1	0	
15. APU Hour Meter	C	1	0	
16. APU Electronic Control Units (ECU)	C	-	1	
	C	-	0	May be inoperative provided the APU is considered inoperative.
17. Low Oil Pressure *** Indicator	C	1	0	May be inoperative provided oil level is checked prior to engine start.
18. APU Start Counter	C	1	0	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
49 AIRBORNE AUXILIARY POWER					
19. APU EGT and RPM Overhead Indicating System		C	1	0	May be inoperative provided: a) Airplane is powered by either external power or the airplane's alternator/converter electrical power system, and b) APU/Bleed synoptic is displayed any time the APU is being started, running or being shut down.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS AND EXCEPTIONS	
52 DOORS					
1. Door Warning System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
2. Cargo Door Operating *** System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
3. Cargo Door Warning *** Light System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
4. Door Seal Pressure *** Indicator	D	1	0		
1) Inflatable Door Seal *** Advance Warning System (ASC 439)	D	1	0	May be inoperative provided: a) Press Warn Relay circuit breaker is pulled and collared, and b) Door Seal Pressure System is operative.	
5. Door Seal Pressure System	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
6. Main Entry Door Normal Operating System	C	1	0	(O) May be inoperative provided: a) Alternate system is operative, and b) Main door is not CLOSED manually.	

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52 DOORS					
7. Service Door “OPEN” Advisory System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and secure.	
8. Main Entry Door Acoustic Curtain/Door System	D	-	-		
9. Lavatory Doors	D	-	-	May be inoperative provided the affected door is secured CLOSED for taxi, takeoff and landing. NOTE: Includes pop-up panels, latches, locks and handles.	
10. Baggage Door Warning System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the baggage door is CLOSED and LOCKED.	
11. Main Entry Door Warning System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the Main Entry Door is CLOSED and LOCKED.	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
71 POWERPLANT					
1. EPA Tank Ejector Pumps		D	2	0	(M) May be inoperative provided maintenance procedures are established to drain tank: a) Before the first flight of each day, b) After three (3) normal shutdowns, and c) After two (2) false (wet) starts.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
73 ENGINE FUEL & CONTROL					
1. Fuel Flow Indication Systems (EICAS)	B	2	1	May be inoperative provided: a) Associated EPR, LP and HP indicating systems are operative, and b) Fuel Quantity Indicating Systems are operative.	
2. Engine Top Temperature Control Systems (SN *** 1000 – 1319 without ASC 394)	D	2	0		
3. Fuel Low Pressure Warning Systems (EICAS and Standby)	C	2	1	May be inoperative provided: a) Associated fuel boost pumps are operative, and b) Airplane is operated at or below FL 250.	
4. Approach Idle Systems	C	2	0	(M) May be inoperative provided: a) Both Systems are deenergized (Approach Idle Mode), b) Both Systems are in the Approach Idle Mode, and c) Field length requirements for takeoff and landing are increased by 500 feet.	
5. Fuel Filter Differential Pressure Warning Systems	A	2	1	(M) May be inoperative provided: a) Fuel Low Pressure System for the affected engine is operative, b) Associated Filter is verified free of clogging before each flight, and c) Repairs are made within three (3) flight days.	

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74-11. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

74 IGNITION

1. Ignition Systems

1) No. 1 Igniters

C

2

1

May be inoperative provided:

- a) Both No.2 Igniters are operative, and
- b) Takeoff runway does not have standing water, slush or snow.

2) No. 2 Igniters

C

2

1

May be inoperative provided:

- a) Both No.1 Igniters are operative, and
- b) Takeoff runway does not have standing water, slush or snow.

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		4. REMARKS AND EXCEPTIONS			
76 ENGINE CONTROLS					
1. Engine Synchronizer *** System		D	1	0	

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		4. REMARKS AND EXCEPTIONS			
77 ENGINE INDICATING					
1. HP Tachometer Indications EICAS	C	2	1	May be inoperative on either engine provided associated LP, EPR and Fuel Flow Indicating Systems (EICAS or Standby) are operative for affected engine.	
				NOTE: Standby HP Indication may also be inoperative on both engines.	
2. Engine Vibration Monitor Systems Sensors					
1) Primary Sensors	C	4	0	May be inoperative provided associated Secondary Sensor System is operative.	
2) Secondary Sensors	C	4	0	May be inoperative provided associated Primary Sensor System is operative.	
3. Engine Pressure Ratio (EPR) Indication Systems	C	2	0	May be inoperative provided airplane is dispatched in accordance with GIV AFM Supplement No. GIV-95-05.	
4. LP Tachometers EICAS	C	2	1		

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	4. REMARKS AND EXCEPTIONS				
77 ENGINE INDICATING					
5. Standby Engine Instruments Indicating System	C	1	0	May be inoperative provided associated EICAS indications are operative. NOTE: Individual standby indications may be inoperative provided associated EICAS indication is operative. See individual indications for other authorized configurations.	
6. Engine Vibration Monitor System	B	1	0	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Crew reviews the Abnormal Procedures for engine vibration before each takeoff.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
78 ENGINE EXHAUST					
1. Thrust Reverser Arm Lights (Green)	C	2	1	(M) May be inoperative provided the associated REV UNLOCK message on the EICAS is verified to be operative.	
2. Thrust Reversers	C	2	0	(M) May be inoperative provided; a) Affected Thrust Reverser is deactivated, stowed and LOCKED in forward thrust position, and b) Airplane is operated in accordance with AFM Limitations and Procedures.	

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
79 ENGINE OIL					
1. Low Oil Pressure Warning Systems	B	2	1	May be inoperative provided Oil Pressure Indicators for both engines are operative.	
2. Engine Oil Replenishment System	C	1	0		
3. Oil Filter Bypass Indication Systems	C	2	0	May be inoperative provided associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start.	

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		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
80 STARTING				
1. Engine Starting Systems	C	2	0	(M) (O) May be inoperative provided: a) Airstart Ignition system is operative, b) Start Valve has not failed in OPEN position, c) Start Valve is manually OPENED and CLOSED for engine starting, d) Airstart Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached selfsustaining speed, and e) Engine start is accomplished in accordance with AFM Start Valve Failure Procedure.
2. Start Valve Position *** Indicator Lights	C	2	0	(M) May be inoperative provided: a) Start Valve has not failed in OPEN position as verified by visual means through an access panel, b) Start Valve is manually OPENED and CLOSED for engine starting in accordance with AFM Start Valve Failure Procedure, and c) Airstart Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed.

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
80 STARTING					
3. Start Valve Position Indications	C	2	0	(M) May be inoperative provided: a) Start Valve has not failed in OPEN position as verified by visual means through an access panel, b) Ignition ON indication is operative during engine start, and c) Start Valve is verified CLOSED following engine start by visual means.	
	C	2	0	(M)(O) May be inoperative provided: a) Start Valve is manually OPENED and CLOSED for engine starting in accordance with AFM Start Valve Failure Procedure, and b) Airstart Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed.	